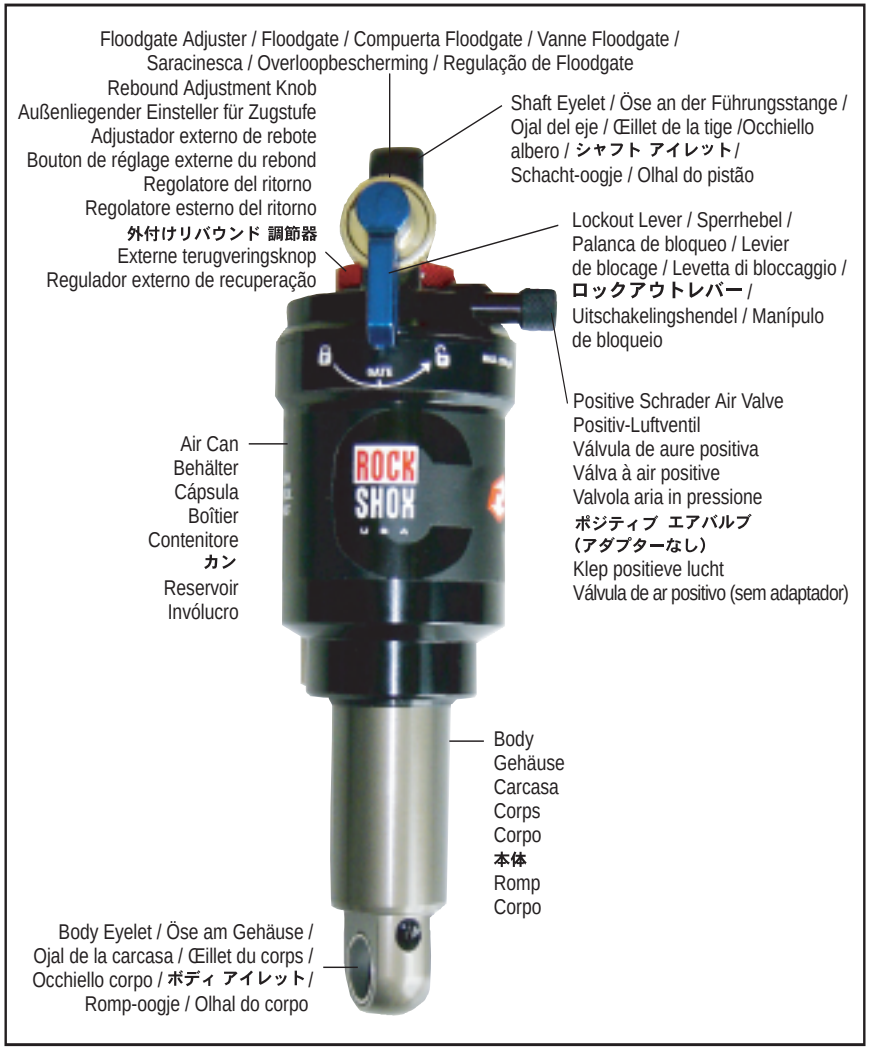
ROCK SHOX USA

MC

REAR SHOCK
USER MANUAL

POWERED BY SRAM

Congratulations! You have the best in suspension components on your bicycle! This manual contains important information about the safe operation and maintenance of your shock. To ensure that your RockShox shock performs properly, we recommend you have a qualified bicycle mechanic service your shock. We also urge you to follow our recommendations to help make your bicycling experience more enjoyable and trouble-free.


Floodgate Adjuster / Floodgate / Compuerta Floodgate / Vanne Floodgate / Saracinesca / Overloopbescherming / Regulação de Floodgate
Rebound Adjustment Knob
Außenliegender Einsteller für Zugstufe
Adjustador externo de rebote
Bouton de réglage externe du rebond
Regolatore del ritorno
Regolatore esterno del ritorno
外付けリバウンド 調節器
Externe terugveringsknop
Regulador externo de recuperação
Shaft Eyelet / Öse an der Führungsstange / Ojal del eje / Œillet de la tige /Occhiello albero / シャフト アイレット / Schacht-oogje / Olhal do pistão
Lockout Lever / Sperrhebel / Palanca de bloqueo / Levier de blocage / Levetta di bloccaggio / ロックアウトレバー / Uitschakelingshendel / Manípulo de bloqueio
Positive Schrader Air Valve
Positiv-Luftventil
Válvula de aure positiva
Válva à air positive
Valvola aria in pressione
ポジティブ エアバルブ（アダプターなし）
Klep positieve lucht
Válvula de ar positivo (sem adaptador)
Air Can
Behälter
Cápsula
Boîtier
Contenitore
カン
Reservoir
Invólucro
Body
Gehäuse
Carcasa
Corps
Corpo
本体
Romp
Corpo
Body Eyelet / Öse am Gehäuse / Ojal de la carcasa / Œillet du corps / Occhiello corpo / ボディ アイレット / Romp-oogje / Olhal do corpo

NOTE: YOUR SHOCK'S APPEARANCE MAY VARY FROM THE ILLUSTRATIONS/PHOTOS IN THIS MANUAL. FOR THE LATEST INFORMATION ABOUT YOUR SHOCK VISIT OUR WEBSITE AT WWW.ROCKSHOX.COM.

IMPORTANT
Consumer Safety Information

RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE IS EVEN MORE DANGEROUS. IT'S ALSO DANGEROUS NOT TO READ THESE INSTRUCTIONS.

1. Before riding the bicycle, be sure the brakes are properly installed and adjusted. If the brakes don't work properly, the rider could suffer serious and/or fatal injuries.
2. If the shock ever loses oil or if it makes sounds of excessive topping out, stop riding the bicycle immediately and have the shock inspected by a dealer or call RockShox. Continuing to ride with the shock in either of these conditions could result in loss of control of the bicycle with possible serious and/or fatal injuries.
3. Always use genuine RockShox parts. Use of after-market replacement parts voids the warranty and could cause structural failure to the shock. Structural failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.

INSTALLATION

It is extremely important that your RockShox rear shock is installed correctly by a qualified bicycle mechanic with proper tools. Consult your bicycle manufacturer's instructions for proper installation of your rear shock.

WARNING

IMPROPERLY INSTALLED REAR SHOCKS CAN BE EXTREMELY DANGEROUS AND MAY RESULT IN SEVERE AND/OR FATAL INJURIES.

PERFORMANCE TUNING

RockShox rear shocks can be tuned for your particular weight, riding style, and terrain.

IMPORTANT: BE SURE YOU TAKE YOUR BIKE FOR A TEST RIDE TO SEE IF THE REAR SHOCK IS SET UP FOR YOU STRAIGHT OFF THE SHOWROOM FLOOR.

By adjusting the air pressure, the MC rear shock can be tuned for your particular weight, riding style, and terrain. You may benefit by making tuning adjustments to suit your specific needs. When tuning suspension, always make one change at a time and write it down. This allows you to understand how each change affects your ride.

Motion Control Damping System

The Motion Control Damping system allows riders to quickly adjust the feel and performance of their suspension to match riding conditions without requiring pumps or tools. This system provides for wide-ranging control of compression and rebound damping as well as 'Lock' threshold sensitivity.

MC3

The MC3 shock features a blue lever that controls the level of compliance or movement. Three positions are available: Open, Floodgate and Lock.

Open - Maximum suspension movement and compliance. Ultimate comfort and control for aggressive riding conditions

Floodgate - Rider controlled efficient setting, controlled through the gold Floodgate adjuster. Wide range of adjustment to accommodate a variety of rider weights and riding styles.

Lock - Minimum suspension movement

IMPORTANT: THE "LOCKOUT" FEATURE ON YOUR SHOCK IS DESIGNED TO IMPROVE PEDAL EFFICIENCY FOR CLIMBING, ROAD RIDING OR LIGHT TRAIL USE. IT IS NOT DESIGNED TO TURN YOUR FULL SUSPENSION BICYCLE INTO A HARDTAIL! PROLONGED USE OF THE SHOCK IN THE "LOCKOUT" POSITION CAN LEAD TO PREMATURE WEAR OF YOUR SHOCK, FRAME BUSHINGS, PIVOTS AND HARDWARE WHICH ARE NOT COVERED UNDER WARRANTY.

MC3R

The MC3R shock features handlebar control of suspension. Two positions are available: Open and Floodgate (see above for explanation of each position).

FURTHER DETAILS ON MOTION CONTROL SETUP IS CONTAINED LATER IN THIS MANUAL.

Setting Sag

Sag is the amount of shock travel that is used as the rider sits stationary on the bike. Typically, sag is 15 to 25 percent of all available wheel travel. Check with your bicycle manufacturer to determine the rear wheel travel and recommended sag for your particular bike before setting sag. For the MC rear shock you will be changing the air spring rate to set sag.

Adjusting air pressure determines the spring rate, or stiffness, of the shock. The more air you put in, the firmer your shock will be.

Selecting Air Pressure (Spring Rate):

1. Ensure the shock is in the open position.
2. Depressurize the air chamber by removing the air cap and depressing the valve core stem.
3. Because every bike is different, a good starting point is to pressurize the air chamber to an air pressure equaling half your body weight.

   NOTE: AS BICYCLE DESIGNS DIFFER SIGNIFICANTLY, YOUR BICYCLE MAY REQUIRE DIFFERENT PRESSURES OR SET UP TECHNIQUES. THESE INSTRUCTIONS ARE INTENDED AS A GUIDELINE ONLY.

With the shock in the open position:

4. After adding air to your shock based on your body weight, and without sitting on the bike, move travel indicator o-ring up next to the air can..
5. Applying your full weight, gently sit on the bike and then dismount. Measure the distance from the o-ring to wiper seal. Write it down. This measurement is your sag. Determine what percentage of total wheel travel this sag represents.
6. If the sag is less than your bicycle manufacturer's recommendation, a lower air pressure should be used. If the sag is greater than your bike manufacturer's recommendation, a greater air pressure should be used.

   IMPORTANT: DO NOT USE AIR PRESSURE ABOVE 250 PSI.

7. Install the air cap.

Example: If your shock has 2" of stroke and you want to set it up for cross-country riding, your sag should be 0.3 - 0.5 in. If you weigh 180 lb., pressurize the chamber to 90 psi and measure your sag.

NOTE: IT IS IMPORTANT THAT THE SHOCK HAS THE AIR VALVE CAP ON AT ALL TIMES OR THE SHOCK CAN PREMATURELY LOSE AIR.

Motion Control Adjustment

By turning the gold Floodgate adjuster on the MC shock, you can tune your desired level of efficiency. Turning the adjuster clockwise increases the efficiency of your shock, reducing pedal induced bob. You will note the difference when you are in the middle/Floodgate (MC3) or 'Lock' (MC3R) settings.

Begin with the Floodgate adjuster in the full counterclockwise position. On flat, smooth pavement, begin riding at your normal pedal cadence. Increase the Floodgate setting by turning the adjuster clockwise until no movement is felt in the shock. Alternatively, use an assistant to watch your riding, paying particular attention to suspension movement.

Rebound Damping Adjustment

The shock includes a red rebound damping adjustment knob. Rebound is the extension or return stroke of the shock. Rebound damping adjustment allows you to control the rate at which the shock extends after it is compressed. The shock's rebound is quickest when the adjustment knob is in the full counterclockwise position. Rebound is slowest when the adjustment knob is in the full clockwise position.

SETTING REBOUND

When you are setting rebound, a good starting point is the "curb" test. Be sure this is done after you set up your sag.

1. Set your rebound adjuster fully counterclockwise.
2. Ride the bike off the curb sitting in the saddle and count the number of times the shock bounces before returning to nominal sag. You want to achieve one bounce.
3. Turn the rebound adjuster a quarter turn clockwise and ride off the curb again. Continue to do this until one bounce is achieved.
4. Record the number of turns from the fully closed (full clockwise) position.

MAINTENANCE

After Every 8 hours of Riding

- Clean your shock with mild soap and a toothbrush.
- Keep mounting hardware clean and lubricated.
- Refer to bicycle's owner's manual for correct mounting hardware torque values.

IMPORTANT: OVER-TORQUED MOUNTING HARDWARE WILL CAUSE THE SHOCK TO BIND AND MALFUNCTION. UNDER-TORQUED MOUNTING HARDWARE WILL DAMAGE FRAME, HARDWARE, AND SHOCK.

After every 20 hours of riding

Remove, clean, and grease mounting hardware.

IMPORTANT: NEVER USE A HIGH-POWERED WASHER TO CLEAN THE SHOCK.

SERVICE

To maintain the high performance, safety, and long life of your shock, periodic service is required. If you ride in extreme conditions, maintenance should be performed more frequently.

NOTE: WE RECOMMEND THIS SERVICE BE PERFORMED BY A QUALIFIED BICYCLE MECHANIC. TO OBTAIN SERVICE INFORMATION OR INSTRUCTIONS, VISIT OUR WEBSITE AT WWW.ROCKSHOX.COM OR CONTACT YOUR LOCAL ROCKSHOX DEALER OR DISTRIBUTOR.

SRAM CORPORATION WARRANTY

Extent of Limited Warranty

SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required.

Local law

This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state (USA), from province to province (Canada), and from country to country elsewhere in the world.

To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of America, as well as some governments outside of the United States (including provinces in Canada) may:

a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).

b. Otherwise restrict the ability of a manufacturer to enforce such disclaimers or limitations.

Limitations of Liability

To the extent allowed by local law, except for the obligations specifically set forth in this warranty statement, In no event Shall SRAM or its third party supplies be liable for direct, indirect, special, incidental, or consequential damages.

Limitations of Warranty

- This warranty does not apply to products that have not been incorrectly installed and/or adjusted according to the respective SRAM technical installation manual. The SRAM installation manuals can be found online at www.sram.com or www.rockshox.com.
- This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design.
- This warranty does not apply when the product has been modified.
- This warranty does not apply when the serial number or production code has been deliberately altered, defaced or removed.
- This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to SRAM recommendations and/or riding or installation in conditions or applications other than recommended.

WEAR AND TEAR PARTS ARE IDENTIFIED AS:

• Dust seals	• Bushings
• Air sealing o-rings	• Glide rings
• Rubber moving parts.	• Foam rings
• Rear shock mounting hardware and main seals	• Upper tubes (stanchions)
• Stripped threads/bolts (aluminium, titanium, magnesium or steel)	• Brake sleeves
• Brake pads	• Chains
• Sprockets	• Cassettes
• Shifter and brake cables (inner and outer)	• Handlebar grips
• Shifter grips	• Jockey wheels
• Disc brake rotors	• Tools

- This warranty shall not cover damages caused by the use of parts of different manufacturers.
- This warranty shall not cover damages caused by the use of parts that are not compatible, suitable and/or authorised by SRAM for use with SRAM components.